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Montana and the Sky



Department of Transportation – Aeronautics Division

Vol. 47 No. 8

August 1996

Division Highlights: 5010 Master Record Inspections

By: James R. Greil, Airport/Airways Bureau



Jim Greil performs an airport inspection at the Meadow Creek mountain airstrip located in the Flathead National Forest.

Occasionally people around the state will notice an Aeronautics Division aircraft landing at their airport. The pilot will sometimes get out a small mini-bike and putt around the airport taking pictures and measurements. Although it may look like they're training for the Shriner's parade, it is actually a 5010 inspection taking place at your airport.

Every two or three years, a member of the Montana Aeronautics 5010 inspection team will drop by every public use airport in the state and complete a 5010 master record inspection. The inspection program was started by the FAA in the 1940s (known as the CAA at that time) to assure that all of the airports built for military use and then turned over to civilian authorities were kept in usable condition. Since that time the inspections have taken on new significance

because the information gained from the inspections is used to create the FAA Airport and Facilities Directory, otherwise known as the "green" book. The information derived is also used by a number of other publications, both public and private.

The inspections are non-regulatory and the airport is not required to "pass" the inspection. They are performed in the interest of safety. Currently, the FAA contracts with the National Association of State Aviation Officials (NASAO) which in turn contracts with each of the states to perform the required inspections each year. The inspections themselves measure items such as approach slope surfaces, runway data, airport conditions, and various other data, including facilities available on field. After the inspection is completed, the airports are sent

a copy of the completed 5010 form and an accompanying sketch of the airport, and also a letter highlighting any conditions at the airport which warrant attention.

The inspections are performed by the Airport/Airways Bureau of the Aeronautics Division. The inspection team includes Jim Greil, Mike Rogan, Clayton Wilhelm and Redge Meierhenry. The inspectors try to contact each airport manager before they visit in order to listen to any special concerns airport officials might have, and obtain more accurate, up-to-date information. So, if you happen to see one of us out on the runway scooting around on our mini-bike, be sure to stop and say "hi."

Wilderness at its Best



This moose and calf, as well as a doe with triplets, were seen several times crossing the runway at Schafer Meadows. For more on the Schafer Meadows Work Session turn to pages 4-5.

PLEASE

Administrator's Column

New Cessna 172 Price: Cessna has promised to officially announce the price of their new 172 during the Oshkosh EAA annual fly-in. It is rumored that the base price will be \$124,500.



Aviation Trust Fund: The aviation users trust fund may get a belated brief shot in the arm. The US Senate has approved the badly needed reinstatement of the ticket, air cargo, international departure and fuel taxes which will go back into the trust fund and will offset the approximate \$17 million per day drain on the trust fund balance. The bad news is that this reinstatement is only going to be in effect until April 15. The bill now goes into a House/Senate conference committee to hammer out differences, but hopefully they will come out with an acceptable means to keep the trust fund alive. It is estimated that the trust fund balance will be depleted by January, 1997.



FAA'S Dual Charter Challenged: In a typical kneejerk political reaction over the ValuJet DC-9 accident in the Florida Everglades, Transportation Secretary Federico Pena and a few Congressmen are attempting to blame the FAA's dual mandate to regulate safety and to promote aviation. It is not true that the FAA is placing promotion/fostering aviation above regulating air safety. The Aircraft Owners & Pilots Association (AOPA) is telling Congressmen this proposed change is an ill-advised "quick fix" and a political "red herring" that fails to address the real issues raised in the wake of the ValuJet accident. AOPA President Phil Boyer stated, "Let's not focus on DOT Secretary Pena's political grandstanding to change FAA's charter." "Instead, let's reform FAA management practices and return FAA to an independent federal agency free from the Department of Transportation." Regardless of the dual mandate in the Federal Aviation Act of 1958 to both regulate and promote aviation, FAA's primary activity is the regulation and promotion of safety. For

general aviation, they do little else. AOPA believes FAA's primary function is air safety. FAA's actions to foster general aviation have primarily been to provide safety related education programs, and to manage the Airport Improvement Program (AIP), projects which are funded from the aviation users trust fund. I believe all of the general aviation national aviation organizations strongly support keeping the 1958 Federal Aviation Act intact.



No More Non-Pilot Flight Records: I wrote an article in the May issue of *Montana & The Sky* about Congressional "knee jerking" over the tragic accident which took the life of little 7-year old Jessica Dubroff (while attempting to set a US & world record from coast to coast) by proposing legislation to prohibit children from manipulating the controls. Well, the US House of Representatives have passed legislation forbidding a licensed pilot from turning over an airplane's controls to a child trying to set an aviation record. As I stated previously, although I don't have any strong disagreement with this legislation, I feel it is unnecessary and current FAA regulations are adequate because the certified flight instructor was clearly "pilot in command." I feel Congress has many critical aviation issues facing them and that they need not waste time on this issue. It is not an issue because it is already adequately addressed in FAA regulations. ✈



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Results of the GA Revitalization Act Released

Following passage of the General Aviation Revitalization Act in August 1994, the general aviation industry has seen renewed growth with an increase in jobs, new products, and the reopening of aircraft production lines. The current status of the general aviation industry is highlighted in a *Report to the President and Congress: The Results of the General Aviation Revitalization Act*. The full-color, four-page report, produced by the General Aviation Manufacturers Association (GAMA), is being distributed to the President, to members of Congress and the Administration, the national media, and to the aviation industry.

Business Barometer Shows Increase

The National Air Transportation Association (NATA) issued its monthly index of general aviation business activity, showing an overall 10.32% increase in activity over the October - December, 1995 base period. NATA's Aviation Business Barometer tracks general aviation fuel sales (both Jet A and Avgas), charter flight hours, maintenance shop billable hours, and flight training hours (both ground and air). Separate statistics are being gathered for each line of business. A representative sample of NATA members have agreed to provide data monthly for compilation and reporting.

The report contains quotes from industry representatives and presents a historical perspective on the correlation between student pilot starts and general aviation aircraft deliveries. Since the liability-limiting legislation was signed into law, the industry has experienced many positive results. This report demonstrates those changes and emphasizes the bright future ahead for general aviation.

Copies of the report can be obtained by contacting GAMA, 1400 K Street, NW, Suite 801, Washington, DC 20005. ✈

Photo Contest Update

Just a reminder that the Aeronautics Division is currently updating its latest aeronautical chart. Last month we mentioned that we are accepting photos from people who are interested in having them in the new chart. The chart is produced every four years, concurrent to the gubernatorial election.

We ask that all photos be presented in a slide format, no photographs please. The slides are necessary for the color separation process used in making the chart. Although we would like to keep the pictures, we can return them if you desire. Pictures used in the chart will bear the name of the photographer, and we will report who had pictures used on the chart in the following newsletter. Have all photos to the Division no later than Oct. 1, and if you have any questions, please call Jim Greil of the Division at 444-2506.

Calendar

August 1—Big Skyfest, Billings.

August 1-7—44th Annual EAA Fly-in Convention, Oshkosh, WI.

August 3—Lethbridge International Airshow.

August 8-11—MAAA Annual Fly-in, Three Forks Airport/Progreba Field. Dedication of Progreba Memorial on August 10 at 11am with lunch to follow. Contact Bill Fairhurst 285-3515.

August 9-11—Third Annual Splash-In/ Fly-In, Stillwater Landing at Stillwater Lake and Seaplane Base. Contact Bill or Connie at (206)789-4970.

August 17—Aviators Golf Tournament, Choteau. Cal Nitumo Helicopter for more information at 466-2955.

August 23-24—Vagabond Bonanza Fly-in, Kalispell City Airport.

August 23-25—Annual Family Fly-in and Flight Safety Expo, Driggs, ID.

August 24—Magic of Flight '96, Spokane, WA.

August 24-25—Billings to Wendover, NV VFR Air Race. For details contact Bob Hollister, P.O. Box 1211, Forsyth, MT 59327.

August 30-September 2—Annual Labor Day Fly-in, West Yellowstone.

September 4-7—International Northwest Aviation Council (INAC) Annual Conference, Steamboat Springs, CO.

September 6-8—MPA Fall Fly-in, Miles City.

September 12-15—Reno Air Races.

September 20-22—Mountain Search Pilot Clinic, Kalispell.

September 21—MPA Board Meeting, 10 am, Aeronautics Division, Helena.

September 28—Aerotrronics 5th Annual Open House, Billings.

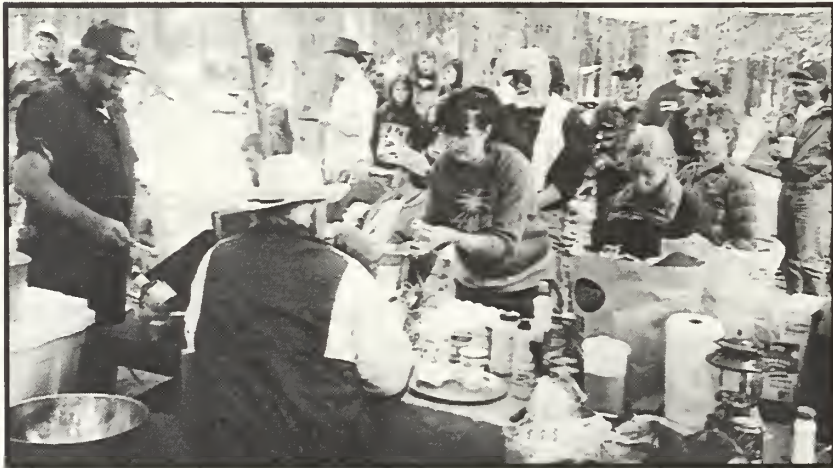
✈ Schafer Meadows Work Session ✈



Rick Brauning of the Minnesota Aeronautics Division, pictured with Mike Ferguson, traveled from St. Paul, MN to observe and participate in Montana's backcountry airstrip maintenance program.



Cherry Gillespie, Missoula and Jean Devivo of Dillon take a minute to relax and enjoy the radiance and serenity that the Schafer Meadows area offers.



The Montana Aeronautics Division coordinates with the Montana Pilots Association, the Montana Flying Farmers, and the US Forest Service to organize the annual volunteer work session. The Schafer airstrip is maintained through a cooperative effort between the US Forest Service and the Aeronautics Division.



Bill Sheets of Big Sandy and Guy Willson of Moore see to it that new windsocks are installed at the airstrip. Other work completed included the removal of many small trees and bushes on the approach into the airstrip; painting of the pilot's registry and the top fence post on the approach; picking up of rocks on the runway; and many other routine clean-up duties.

A new picnic table was constructed and a final determination made—it was the crew, not the table that was "uneven!" These cheerful constructors of the picnic table are Darrell Morehouse, Glasgow; Lanny Hanson, Glasgow; Roy Hollandsworth, Brady; Mike Strand, Kalispell; and Dennis DeVivo, Dillon.





An on-going, annual job is to repair and replace fencing. All the work in Schafer must be done by hand because no power tools or equipment are allowed in the wilderness.



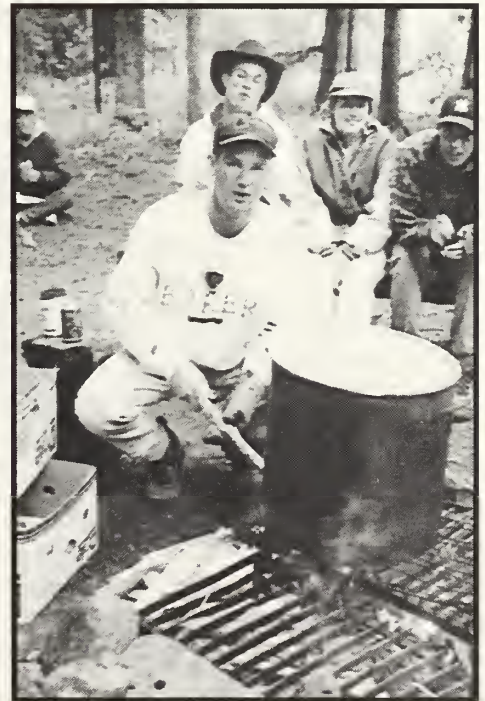
Almost any kind of an instrument will turn up at a fly-in. Saturday evening campfire music is an all-time favorite of many. Here Lonnie Vanover of Eureka plays guitar and Jim Gunderson of Helena joins in on the squeeze box.



The USFS staff conducted an afternoon of learning, games and fun for all children in attendance. On Saturday evening, an educational session on the airstrip, the wilderness, and the area in general was enjoyed by all visiting the work session. Close to 30 aircraft and 100 persons gathered for the annual work session.

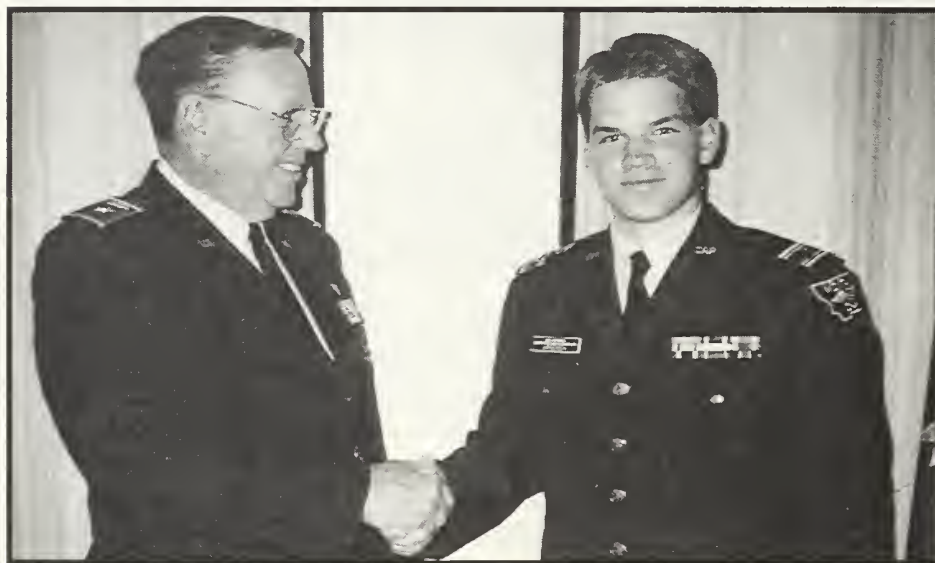


Jennie Graham and Loren Smith of Great Falls serve Saturday evening dinner. Dinner, provided by Loren, was the traditional beef and pork that were buried and smoked in a pit dug by participants during the work session. Jennie is the former lead wilderness ranger at the Schafer work station and currently employed by Loren.



Mark Smith of Senator Conrad Burns' office cooks more than 100 ears of corn. Thanks to Loren, Jennie and Mark and all who assisted in preparing for the dinner.

Miles City Cadet to Attend Officer School



Brigadier General Warren Barry (former CAP National Commander, now retired) congratulated Cadet 2Lt Kristian Jorgensen at the 1996 Montana Wing Civil Air Patrol State Conference.

Kristian Jorgensen was selected to attend CAP's Cadet Officer School at Maxwell Air Force Base in Alabama, which is one of CAP's most prestigious national activities available only to cadets who have earned the General Billy Mitchell Award. It requires completion of 50% of the cadet program.

Cadet Jorgensen is the cadet commander of the Fort Keogh Composite Squadron in Miles City and hopes to receive a USAF Academy appointment after high school. He will be a junior at Custer County High next year. Congratulations!

EAA Flies 200,000th Young Eagle

May 11th marked the 200,000 introductory flight given a young person in the EAA "Young Eagle" program. More than 14,000 pilots have volunteered their time and airplanes to introduce the world of flight to a new generation.

The 200,000 total represents approximately two young people per school in the United States and almost 40 kids in every public airport in the country. Each EAA member/pilot has flown an average of 14 Young Eagles in aircraft types ranging from vintage Piper J-3 "Cubs" to modern factory and homebuilt aircraft.

The Young Eagles Program reached its 100,000th participant in October 1994, 26 months after the program started. The second 100,000 Young Eagles were flown over a 19-month period, reflecting growing involvement by volunteer pilots.



Survey Factoids

Obtained from the 1994 General Aviation/Air Taxi Activity Survey:

- 70% of registered general aviation aircraft flew in 1994.
- 170,600 aircraft flew 24 million hours and 3 billion miles, made 35 million landings and used 735 million gallons of fuel.
- 75% of these aircraft were flown primarily for personal or business reasons, but these uses account for less than 50% of the total hours.
- The average aircraft flew 136 hours during 1994—up from 134 the year before.
- Aircraft built between 1980 and 1984 had the highest average hours per year—230.
- 18% of aircraft have GPS equipment compared to 16% in 1993.
- 22% of all flight hours were flown under IFR.



The Helena Hangar of the Montana Pilots Association spruced up the public-use Lincoln Airport that is owned by the Aeronautics Division. A new barbecue grill and picnic table were built. The Lincoln Airport offers excellent overnite camping or a fun place for an afternoon fly-out picnic. Fred Hasskamp, Phil Vittetoe and Will Mavis show their accomplishments. Thanks, guys.

Yellowstone Airport Labor day Family Fly-in



Schedule of Events

Saturday, August 31

Fly in, set-up camp and relax. Regular menu at Doris' Cantina for breakfast and lunch.

2pm

Density Altitude Ground School in the airport terminal upstairs room; bring P.O.H. (Pilot Operators' Handbook). Instructor: Jeanne Lesnik

3:30pm

Density Altitude Fly-Off with Theodolite Experts, Mike Ferguson, Will Mavis and Jeanne Lesnik

If we don't get all the flying finished Saturday afternoon, we will arrange to finish up on Sunday morning.

6pm

A special Mexican Dinner or a BBQ Ribs Dinner will be available at Doris' Cantina. Serving beer and wine.

Sunday, September 1

Regular menu for breakfast, lunch and dinner at Doris' Cantina

10am

Tour USFS Smokejumper Base in the Yellowstone Airport (subject to firefighting activity)

A van will be available to go to the new IMAX Theater and Grizzly Discovery Center in West Yellowstone.

Monday, September 2

On your own for relaxation and fun. Doris' Cantina will be serving the regular menu for breakfast, lunch and dinner.

Airport Facilities

Free pilot campground with running water, fireplaces, picnic tables and a hot shower facility. Transportation available to motels.

Yellowstone Aviation 646-7359
services and fuel available

Skywest Airlines 646-7351
service to Jackson and Salt Lake City

Doris' Cantina and Lounge 646-9533

Car rentals on field:

Avis 646-7635

Budget 646-7735

For more information:

Jeff Heaney, Airport Manager,

Yellowstone Airport 646-7631

Aeronautics Division, Helena 444-2506

Motels at West Yellowstone

Branding Iron Motel & RV Park 646-9411

Yellowstone Conference Hotel 646-7365

Big Western Pine Motel 646-7622

Madison Hotel 646-7745

Stage Coach Inn 646-7381

The Ranch Motel 646-7388

For other accommodations, call 646-9488.

All Montana phone numbers are reached by area code 406.

Shouting in E-Mail

(Reprinted from the Northwest Mountain Intercom)

How can you shout when you write? It's really VERY EASY. It can even change the meaning of what you write. IT COULD ALSO BE CONSIDERED RUDE, and darned hard to read. See what I mean? The previous sentence makes it sound like I'm shouting at you or am angry with you when in fact I'm not.

TYPING AN ENTIRE MESSAGE IN ALL UPPERCASE IS VERY HARD TO READ. IT TAKES MORE CONCENTRATION TO BE ABLE TO READ IT. MOST PEOPLE MAY GLANCE OVER IT AND SEE IF THEIR EYE CATCHES ON ANYTHING SIGNIFICANT, SUCH AS A DATE (NOV. 15, 1995) OR A TIME

(11:30 AM). THEN THEY'LL READ THAT PART OF THE MESSAGE.

Now I'll type the same paragraph but in mixed case and see for yourself which is easier to read.

Typing an entire message in all uppercase is very hard to read. It takes more concentration to be able to read it. Most people may glance over it and see if their eye catches on anything significant such as a date (Nov 15, 1995) or a time (11:30 am). Then they'll read that part of the message.

Now, which paragraph would you prefer to read? If you make it easy to read, you'll reach more of your target audience. And isn't that what we're really after? ✈

Available

Anyone interested in two complete "VASI" assemblies that were removed from the Forsyth Airport can contact Brian Schwend in Forsyth at (406)356-7129.

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